M.O. 262A.

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METEOROLOGICAL OFFICE * LIBRARY * 1 MAY 1936

MONTHLY SUPPLEMENT No. 1—MAY, 1936

TO THE

MARINE OBSERVER—VOL. XIII, No. 122.

MARINE METEOROLOGY.

Co-operation of Shipowners, Masters and Mates.

Captains and Officers of ships registered in Great Britain and Northern Ireland, who wish to co-operate regularly with the Meteorological Office should apply to the appropriate Port Meteorological Officer or Agent, a list of whom, with addresses, is given below.

In accordance with the International Convention for Safety of Life at Sea, the Meteorological Office arranges for certain "Selected Ships" to take meteorological observations at specified hours, and to transmit such observations by wireless telegraphy, for the benefit of other ships and the various meteorological services.

Arrangements are also made for a limited number of ships to keep meteorological logs in certain trades for the purpose of completing the meteorological survey of the oceans.

Ships regularly performing these voluntary duties are known as Observing Ships; the whole as the Voluntary Observing Fleet; and the commanders and officers of these ships as the Corps of Voluntary Marine Observers.

At present the observing fleet is limited to a number not exceeding 360 observing ships. The number of British "Selected Ships" is determined upon the British proportion of world tonnage, on the assumption that there should be a total of 1,000 "Selected Ships" of all nations.

The observing fleet list indicating which are "Selected Ships," with the names of commanders, officers, and other particulars, is published in THE MARINE OBSERVER and kept up to date monthly.

A general description of marine meteorological work, including the particulars desired from intending marine observers, is given in Chapter I of THE MARINE OBSERVER'S HANDBOOK, 5th Edition, which is supplied to all observing ships, and may also be obtained from H.M. Stationery Office, direct, or through any bookseller, price 2s. 6d.

THE QUARTERLY MARINE OBSERVER or MONTHLY SUPPLEMENT is sent regularly to the captain of every observing ship, for the information and guidance of his observing officers, and in the case of "Selected Ships," the wireless operators also. The Captains of observing ships are also supplied on request with charts, and atlases, according to trade, if available, as meteorological equipment.

Ships keeping the Meteorological Log, Form 915, are lent a complete set of official tested instruments.

"Selected Ships," other than meteorological log keeping ships, keep the Ships' Meteorological Record, Form 911. All "Selected Ships" also keep the Ships' Wireless Weather Register, Form 138.

No observing ship is detailed as a "Selected Ship" unless she has on board a reliable mercurial barometer.

Official tested instruments are lent to "Selected Ships" when necessary.

The commanders of observing ships keeping the meteorological log are requested to return it (accompanied by Form 138 in the case of "Selected Ships") through the appropriate Port Meteorological Officer or Agent at intervals of not more than five months.

Commanders of observing ships keeping Forms 911 are requested to return them (accompanied by Form 138 in the case of "Selected Ships") by post direct to the Meteorological Office, London, at the end of each voyage, or at intervals of not more than two months.

These forms have the address and "On His Majesty's Service" printed upon them, and should be folded for posting accordingly.

The Port Meteorological Officers and Merchant Navy Agents inspect official instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace defective gear. These officers will also check the accuracy of barometers in observing ships, but marine observers should themselves frequently check by comparison.

The work of the British observing fleet, that of the observing fleets of other nations party to the Convention for Safety of Life at Sea, together with Weather Shipping Bulletins and Gale and Hurricane Warnings conforming to the International Convention for Safety of Life at Sea, provide the necessary information for shipping. Thus a world wide service for all shipping, at the minimum cost to national funds, is provided. Shipowners are asked to facilitate this voluntary work which is done by the commanders and officers of their ships.

Shipowners will greatly assist by facilitating the forwarding of postal matter from the Air Ministry addressed to the Captains of ships.

The masters of all British ships fitted with wireless telegraphy are asked to assist in this service in aid of navigation by making routine wireless weather reports in accordance with the Selected Ship scheme where and when there are not Selected Ships carrying out the service.

This supplementary service to that of Selected Ships is particularly desirable in the regions and seasons of tropical revolving storms.

A pamphlet entitled "Decode for use with the International Code for Wireless Weather Messages from Ships", M.O. 329, Third Edition, price 6d. can be obtained from H.M. Stationery Office. This gives a description of the world wide system of voluntary Selected Ships routine wireless weather telegraphy, the Tables for decoding reports received from Selected Ships, and notes for the guidance of the masters of British ships.

"A Handbook of Weather, Currents and Ice for Seamen" has recently been published by H.M. Stationery Office, and may be obtained from the Stationery Office or through any bookseller, price 4s. This provides information of the elements named, the Laws of Storms, and gives guidance for weather forecasting at sea. It also gives some information of Ocean Pilotage and is intended as a guide for making use of the services specified in Article 35 of the Convention for Safety of Life at Sea.

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE, AIR MINISTRY.

LONDON ... ... Captain L. A. BROOKE SMITH, R.D., R.N.R., Marine Superintendent.
Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
Room 324, Adastral House, Kingsway, W.C.2.
(*Telephone No.: Holborn 3434 Extension 421*).
Nearest station Temple, District Railway.

THAMES ... ... Commander C. H. WILLIAMS, R.N.R., Port Meteorological Officer, P.L.A. Building, King George V Dock (south side), London, E.16.
(*Telephone No.: Albert Dock 2659. Telegraphic Address: Barometric Aldock, London*).

MERSEY ... ... Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool.
(*Telephone No.: Bank 8959. Telegraphic Address: Meteorite, Liverpool*).

Agents.

BRISTOL CHANNEL Captain EDWARD HALL, 21, Dowlais Buildings, West Bute Street, Cardiff. (*Telephone No.: Cardiff 1268*).

Agents (*contd.*).

CLYDE ... ... Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.1. (*Telephone No. Central 3775*).

FORTH ... ... Captain C. G. BONNER, V.C., D.S.C., Leith Salvage and Towage Co., Ltd., 2, Commercial Street, Leith.

HONG KONG, China. Lieut. Commander M. V. KEOGH, R.N., Chart Depot, H.M. Dockyard.
(*Telephone No.: 108 Dockyard*).

HUMBER ... ... Captain A. M. BROWN, Ellerman Wilson Line Office, Hull. (*Telephone No.: Central 16180*).

SOUTHAMPTON Captain Sir BENJAMIN CHAVE, K.B.E. Room 35 Royal Mail House.

SYDNEY, New South Wales. Captain N. G. ROSKRUGE.
Captain G. B. MERCER.
Customs House. (*Telephone No.: B 6421*).

TYNE ... ... Captain J. J. MCEWAN, Marine School, South Shields.

DERELICTS AND FLOATING WRECKAGE.

Date	Position. Latitude.	Position. Longitude.	Description.
NORTH ATLANTIC.			
2.4.36	30°39′N.	71°32′W.	Dismasted derelict schooner yacht *Kaydet*, hull apparently sound.
6.4.36	42°30′N.	68°46′W.	Considerable quantity of wreckage.
6.4.36	26°32′N.	75°16′W.	Tree trunk about 50 feet long, roots projecting.
6.4.36	39°34′N.	73°10′W.	Log about 60 feet long.
North Atlantic—*continued.*			
8.4.36	49°25′N.	12°52′W.	Log 20 feet long, dangerous to navigation.
8.4.36	34°26′N.	59°08′W.	Iron cylinder about 30 feet long, about 5 feet diameter.
17.4.36	46°38′N.	6°56′W.	Baulk of timber 30 feet long, dangerous to navigation.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during MAY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 60 and 61 of the April, 1936 number.

The periodic boundary within which ice has been observed is shown and a list of phenomenal positions of ice observed in the North Atlantic during MAY is given. Ice sighted between APRIL 1st and 24th, 1936 is indicated by symbol in the position reported, the figure giving the day of the month in April. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol (H)

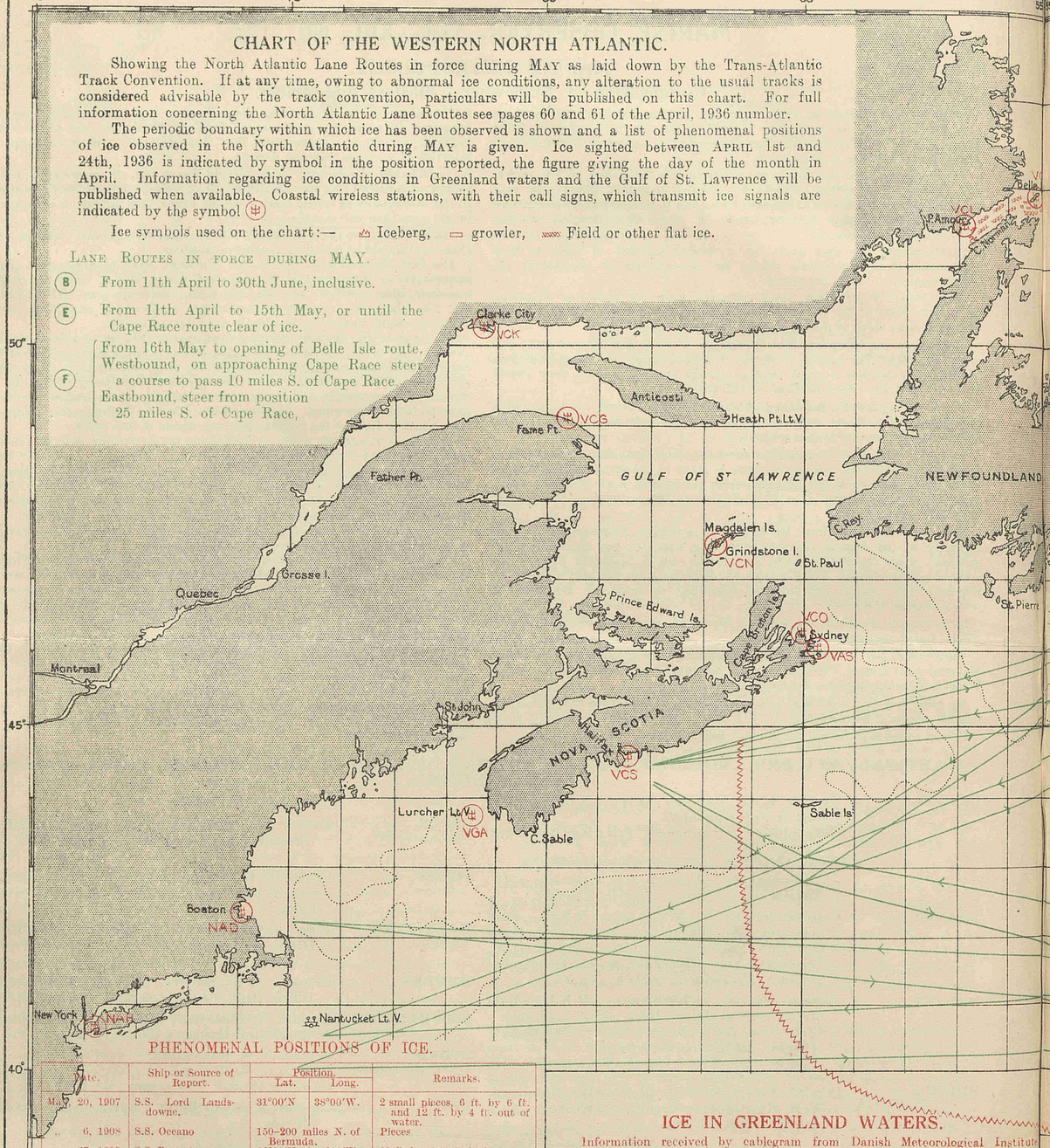
Ice symbols used on the chart:— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING MAY.

(B) From 11th April to 30th June, inclusive.

(E) From 11th April to 15th May, or until the Cape Race route clear of ice.

(F) From 16th May to opening of Belle Isle route, Westbound, on approaching Cape Race steer a course to pass 10 miles S. of Cape Race. Eastbound, steer from position 25 miles S. of Cape Race.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
MAY 20, 1907	S.S. Lord Landsdowne.	31°00'N	38°00'W.	2 small pieces, 6 ft. by 6 ft. and 12 ft. by 4 ft. out of water.
,, 6, 1908	S.S. Oceano	150–200 miles N. of Bermuda.		Pieces
,, 27, 1909	S.S. Reventazon	32°28'N.	44°10'W.	60 ft. long, 10 ft. high.
,, 15, 1911	S.S. Camillo ...	10 miles E. of Nantucket Shoal L.V.		Small berg.
,, 11, 1914	S.S. Indradeo	42°18'N	62°43'W.	Large slabs of field ice and growlers 100–150 ft. long 5 ft. out of water.
,, 17, 1915	S.S. Pola	38°16'N	61°50'W.	Some field ice.
,, 15, 1920	U.S. Hyd. Bulletin	45°11'N.	36°42'W.	Berg.
,, 27, 1930	S.S. Valperga	40°37'N.	37°50'W.	Berg about 16 ft. high, with growlers.
,, 15, 1935	M.V. Lochmonar ...	33°43½'N.	48°47'W.	Growler 90 ft. × 25 ft. × 3 ft.

ICE IN GREENLAND WATERS.

Information received by cablegram from Danish Meteorological Institute Copenhagen.

Friday, 17th April.—"Ship turned 18 miles off shore off Arsuk. 'Storis' so open that no belt may be spoken of. Ship passed through much, but easily penetrable ice; outer edge open, farther in more compact; 2 miles of open coastal water. Ice extends northward to Arsuk. About 100 bergs observed on way from Cape Farewell."

LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 24th April, 1936, was received from the Canadian Signal Service, Quebec:—

"Belle Isle Straits; heavy close packed ice, heavy close packed ice distant with bergs and growlers; other points, no ice in sight."

H.M. Stationery Office Press, Kingsway, W.C.2.

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CORRECTIONS

UP TO APRIL 20TH, 1936.

MADE SINCE PUBLICATION OF THE APRIL, 1936 MARINE OBSERVER

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
Athenia	S.	Aidan	M.L.	City of Canberra ...	M.	*to* 215*† City of Canberra	M.
Aurania	S.	242*† British Enterprise	M.	Fordsdale	S.	*to* 124*† Fordsdale ...	S.
Ausonia	S.	124*† Comeric	S.	New Zealand Star, M.V.	M.L.	*to* New Zealand Star, M.V.	M.
Beaverbrae ...	M.	215*† Durenda, M.V. ...	M.				
Beaverburn ...	M.	237†† Ionic	S.	Tongariro	S.	*to* 242*† Tongariro ...	S.
Explorer	M.L.	Northumberland...	S.				
Queen Mary ...	S.						
237†† Voltaire	S						

NOTICES TO MARINE OBSERVERS.

CURRENT OBSERVATION.

It is very desirable that good current data should be recorded. Spaces are provided for current experienced throughout the day and for current determined at shorter intervals in Meteorological Logs, while Form 911 provides for either or both.

Generally the difference between the *Dead Reckoning Position* at noon, reckoned from previous noon, and the *Observed Position* has been accepted as attributable to a single current for the whole 24 hours.

It is necessary to make careful distinction between *Dead Reckoning Position* and *Estimated Position*, the former being the position as reckoned from the last fix by courses steered and distances run, corrected for all known errors and disturbances *except* current. When a fix cannot be obtained, an estimation for current (when one is known generally to exist) is sometimes applied to the D.R.; the result may then be conveniently termed the *Estimated Position*.

If this estimated position is given in the Meteorological Log or Form 911, *it should be clearly stated*, otherwise it may be misleading.

Currents of varying velocity and direction may be experienced along the track made in 24 hours; therefore, when reliable fixes such as by Stellar observations at twilight are obtained, the current should be determined for the intervals, and all should be checked with the noon to noon result. Each of these currents determined at shorter intervals than 24 hours should be entered in the Meteorological Log in the appropriate column, and the time and latitude and longitude of each observation position should be given in the latitude and longitude columns. The times given on Form 911 indicate the interval. The period of short interval currents should usually not be less than say, six hours. The best interval is probably from twilight to twilight.

It is desirable that whenever possible two methods of ascertaining the distance run through the water should be used, with one means of measuring the speed the inclination is to credit the ship. When possible it is recommended that both patent log and revolutions should be used.

For working out the set and drift of current the position *from* as well as the position *to* must always be *fixes*. Some observers have used an *estimated* position *from*, which makes the set and drift false. The same remarks apply to course allowances for set; the latter are naturally necessary to make an *estimated* course.

It is not only records of strong or abnormal currents that are desired. Records of the state of the current, no set, small sets, moderate sets and great sets at all times when the information can be obtained with reliability are necessary for completing current charts for all oceans and providing the information desired in the sailing directions.

Selected Ships.

In making their routine wireless weather reports to all ships (C.Q.) Selected ships may give material aid to navigation by including the set and drift of current found when considered reliable. This practice of broadcasting the set and drift of current found between Stellar fixes at sunset and dawn twilight in the next routine W/T weather report also helps in our investigation of the currents in all parts of the world and may be the means of improving knowledge of the causes, variations and peculiarities of currents.

When the set and drift is included the code message may be conveniently shortened thus:

C.Q. WEATHER 13167 55106 00000 16979 Current From 15N. 52E. To 16N. 54E. 58° one knot. *Dalgoma.*

Example taken from Selected Ships' Register Form 138 of M.V. *Dalgoma* for March 5th, 1933, supplementary groups of code figures being omitted.

ICE REPORTS (FORM 912).

Ice Report Forms are supplied with the MARINE OBSERVER or Supplement each month to all regular observing ships employed in the Trans North Atlantic and Southern Ocean trades. They may also be obtained by any British ship on application to the Port Meteorological Officers or Agents, addresses of whom are given on the front page of this Supplement.

Commanders of ships in these trades are asked to have this form completed and returned without delay at the end of each passage. A nil return is desired should no ice be sighted.

Selected Ships on the Trade Routes of the Southern Ocean are requested to add to their routine Wireless Weather reports information of floating ice seen or reported within the last 24 hours so that this information may be disseminated to the utmost advantage of all concerned.

LATE NOTICE

The July Number will be published on June 24th, 1936.

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